



Chicago Metropolitan Agency for Planning

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CMAQ Project Selection Committee

Annotated Agenda

Thursday, November 2, 2017

2:00 p.m.

Teleconference # 800-747-5150, Access Code 3868691

Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

- 1.0 Call to Order** **2:00 p.m.**
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – September 14, 2017**
ACTION REQUESTED: Approval
- 4.0 Program Monitoring**
- 4.1 Project Programming Status Sheets**
The recurring reports on the programming status of active and deferred projects and the line item changes since the last meeting of the Project Selection Committee are attached.
ACTION REQUESTED: Information
- 4.2 Programming Summary and Obligation Goal**
An update on CMAQ obligations for federal fiscal year (FFY) 2017 will be provided. Staff will make a recommendation for the obligation goal for FFY 2018.
ACTION REQUESTED: Approval of the obligation goal for FFY 2018.
- 5.0 Project Changes**
- 5.1 IDOT – Cumberland Circle Improvement (IL 58/Golf Rd at Wolf Rd) (TIP ID 03-14-0004)**
The sponsor is requesting a cost increase of \$80,000 federal (\$100,000 total) for right of way and \$930,000 federal (\$2,000,000 total) for construction.
ACTION REQUESTED: Approval of the requested cost increase.
- 6.0 CMAQ Performance Measures Update**

Under MAP-21 and the FAST Act, MPOs are responsible for establishing CMAQ performance targets and reporting on progress towards achievement. A memo providing an overview of the performance measures and next steps is attached.

ACTION REQUESTED: Information

7.0 CMAQ/TAP-L Program Development

7.1 FFY 2018-2022 CMAQ and FFY 2018-2020 TAP-L

The programs were approved by the CMAP Board and MPO Policy Committee and we are waiting on the eligible determination from FHWA/FTA. A mandatory initiation meeting for suburban local projects is scheduled for December 13, 2017 at 9:30am at IDOT District One's offices.

ACTION REQUESTED: Information

7.2 Next Call for Projects

In preparation for the next call for CMAQ and TAP-L projects, staff would like any ideas that the committee members have on improvements to the project analysis or criteria used in the evaluation.

ACTION REQUESTED: Discussion

8.0 2018 Meeting Schedule

Proposed meeting dates for 2018 are:

<u>PSC Meeting</u>	<u>Changes Due</u>	<u>TC Meeting</u>	<u>Letting Date(s)</u>
1/4/18	12/14/17	1/19/18	3/9/18 & 4/27/18
4/12/18	3/29/18	4/27/18	6/15/18 & 8/3/18
6/14/18	5/30/18	8/3/18	9/21/18
8/16/18	8/2/18	9/7/18	11/9/18
11/1/18	10/18/18	11/16/18	1/18/19

ACTION REQUESTED: Approval

9.0 Other Business

10.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion.

11.0 Next Meeting

The committee's next meeting is scheduled for January 4, 2018 at 2:00 p.m.

12.0 Adjournment

CMAQ Project Selection Committee Members:

____ Darwin Burkhart

____ Mark Pitstick

____ Chris Schmidt

____ Luann Hamilton

____ Jeffery Schielke

____ Chris Snyder

____ Douglas Ferguson, Chair



CMAQ Project Selection Committee
DRAFT minutes – Thursday September 14, 2017

- Committee Members:** Douglas Ferguson, Chair (CMAP), Darwin Burkhart (IEPA via phone), John Donovan (FHWA), Tony Greep (FTA), Keith Privett (CDOT), Christopher Schmidt (IDOT), Chris Snyder (Counties), Mark Pitstick (RTA)
- Staff Present:** Jesse Elam, Tom Kotarac, Jen Maddux, Kevin Peralta
- Others Present:** Frank Acevedo, Tim Coffey, Laura Fedak (via phone), Emily Karry, Steve Manella, Brian Pigeon, Tom Rickert, Brian Stepp, Mike Sullivan, Brian Urbaszewski, Mike Walczak, Michael Weiser

1.0 Call to Order

Mr. Ferguson called the meeting to order at 2:05 p.m.

2.0 Agenda Changes and Announcements

Mr. Ferguson noted that there were no agenda changes.

3.0 Approval of Minutes – July 20, 2017

On a motion by Mr. Pitstick and seconded by Mr. Snyder, the minutes of the July 20, 2017 meeting were approved.

4.0 Program Monitoring

4.1 Project Programming Status Sheets

Mr. Ferguson acknowledged that Mr. Privett suggested in the July 20, 2017 meeting that only line items with deferred funds not expended should be included on the deferred summary report. Mr. Ferguson reported that staff had not produced the aforementioned report, but offered to discuss further at a later date.

4.2 Programming Summary and Obligation Goal

In reference to the July 20, 2017 meeting, Mr. Ferguson stated that staff had been making attempts to address some of the anomalies regarding the numbers related to rescission in the obligation goals spreadsheet but are still working to align program changes. The obligation goals spreadsheet was not included in the meeting's packet. There was only a slight increase in obligations since the last Committee meeting. Staff is concerned because the region has only obligated \$51 million of its \$103 million goal for FFY 2017. The programming status sheets show

that \$116 million was programmed for FFY 2017, but the region is still not meeting the obligation goal. As of May, there were more than enough sponsors indicating that they would have their projects ready, however not much progress was made since the May status updates. Mr. Ferguson then asked for feedback from the committee regarding potential solutions to the low obligation rate.

Mr. Pitstick noted that large projects programmed in out years were moved forward on an ad hoc basis, and the Committee approved just about every request. Mr. Ferguson concurred and noted that staff encouraged sponsors to move projects forward. A more direct public address to sponsors may be needed to inform them that projects programmed in out years do not necessarily have to wait and can move ahead when ready. He noted that some large projects were caught in the GATA process, but that should not be an issue moving forward as GATA is now built into the project development process.

5.0 Project Changes

5.1 **Schaumburg – Schaumburg and Barrington Roads Intersection Improvements (TIP ID 03-00-0108)**

Ms. Maddux reported that the sponsor is requesting a transfer of \$67,000 from construction to right-of-way due to lower construction costs and higher right-of-way costs resulting from the condemnation process. On a motion made by Mr. Pitstick and seconded by Mr. Schmidt, the requested transfer was approved.

5.2 **Homer Glen – Homer Glen Community Trail – South Extension (TIP ID 12-12-0002)**

Ms. Maddux reported that the sponsor is requesting a transfer of \$3,200 federal from phase 1 engineering and \$6,400 federal from phase 2 engineering to construction and a cost increase of \$38,400 federal for construction, due to revised path alignment and additional construction costs. The project was re-ranked but no change in rank occurred; 15 other funded projects ranked lower. On a motion made by Mr. Privett and seconded by Mr. Snyder, the requested transfers and cost increase were approved.

5.3 **Forest Preserve District of Will County – Black Road Shared Use Path from Des Plaines River Trail to Rock Run Trail (TIP ID 12-14-0016)**

Ms. Maddux reported that the Forest Preserve District of Will County is requesting a cost increase of \$246,540 for FFY 2017 due to added soil remediation, increased construction costs after the final plans were reviewed. The project is on the November letting and added that staff recommends approval. On a motion made by Mr. Schmidt and seconded by Mr. Snyder, the requested scope change and cost change were approved.

After approval, Mr. Pitstick asked for quick clarification about how a change in budget now will affect funding in the future after the November letting. He asked more specifically about how the money for the project would be handled in terms of programming should the case of overfunding or underfunding of the project occur.

Mr. Ferguson answered with clarity about the policy set in place in 2015 that 10% contingency costs are left programmed on projects that come in under the programmed amounts and the remaining funds are reprogrammed.

6.0 CMAQ/TAP-L Call for Projects

Mr. Ferguson reported that the proposed CMAQ and TAP programs had been released for a public comment period of 30 days which had ended on September 4. A total of eight comments had been received, which were summarized and included in the memo attached to the meeting materials. The actual comments as received were posted online on the CMAQ and TAP program development page.

Mr. Ferguson noted that the first four comments received were in support of the Pace Pulse Line project along Dempster Street; this project was included in the proposed program and there were no proposed changes to the program.

Mr. Ferguson moved on to the next comment from the Village of Barrington with concerns about the US 14 underpass of the CN tracks. He stated that the project was not included in the proposed program and noted that Mayor Darch expressed concern over the stated analysis of rankings that gave an overall perspective that the project was not worth pursuing. Mr. Ferguson stated that staff appreciates the mayor's concern, and the primary purpose of the evaluation is the ability of projects to reduce VOC emissions, rather than being a general evaluation of the project's worthiness. Mayor Darch requested that the project selection committee reexamine the overall project costs in the development of cost per kilogram of VOC eliminated. Staff intends to work with the Village of Barrington to understand what the Village would like to see here as it reviews changes to the program for the next cycle. Mr. Ferguson stated that there are no recommendations for changes to the program based on the comment received.

Mr. Ferguson reported that there was another comment received from the TMA of Lake-Cook on its application for the last mile market shuttle demonstration project sponsored by Lake County. He stated that the project was not included in the proposed program. It was requested that the Committee revisit the benefits of the project and consider funding it. He stated that while staff believed the project deserved some merit, it ranked third among other projects with a cost per kilogram of VOC eliminated of just under \$6,000. He noted for comparison that the second ranked project did receive funding, and had a cost per kilogram of VOC eliminated of just under \$3,000. He further noted the large difference in cost benefit between the two projects. As a result, he stated that it would not be appropriate to include the project in the program at the time. In addition to the higher cost per kilogram of VOC eliminated, the project proposed identifying and developing transit markets. He noted that this leaves the benefits of the project in question. Mr. Ferguson stated that there are no recommendations for changes to the program based on the comment received.

Mr. Ferguson reported that the last two comments received were from the Respiratory Health Association and the Environmental Law and Policy Center with regards to the Metra locomotive acquisition and rehabilitation. He stated that the project was included

in the proposed program. The comments received expressed concern over technology proposed in Metra's application and requested that projects receiving CMAQ funding meet the U.S. EPA Tier IV standard for locomotives.

Mr. Ferguson stated that staff did contact Metra to receive feedback and noted that Metra had stated that if they were to upgrade to Tier IV standards, new locomotives would have to be purchased. Under the currently proposed project, Metra is purchasing used locomotives and proposing to meet Tier II plus or Tier III standards at a minimum. Mr. Ferguson stated that at this point staff does not recommend making any changes. He then mentioned that the next step is to recommend the proposed program to the Transportation Committee and opened the floor to questions and comments.

Mr. Urbaszewski of the Respiratory Health Association commented that there are remanufactured Tier IV passenger locomotives in service as of the present day, and that they have been in service for 18 months in Toronto, Canada. He stated that he thinks Metra is incorrect to say that new locomotives would have to be purchased in order to meet the Tier IV standards and questioned why Tier IV was not originally included in the specifications in the RFP. He stated that he is concerned about the potential inability of the current locomotives to conform to cleaner standards even if they were retrofitted. He stated that he wants to know why the region is not requiring higher standards for their locomotives when other regions do.

Mr. Stepp of Metra stated that there has not been a successful proposer to provide Tier IV locomotives. He noted that the RFP is written to allow for any proposer providing Tier IV locomotives to conform to Metra's specifications, and added that Metra would then receive fewer locomotives if those purchased were either remanufactured or new. Mr. Stepp stated that Metra is actively trying to address the emissions from the current, unregulated locomotives. He continued that if a successful bidder proposed a Tier IV remanufactured locomotive, Metra would gladly consider.

Mr. Donovan of FHWA interjected with a question regarding the number of locomotives being proposed. Mr. Ferguson answered that there were originally 28 proposed in the application, but the reduced federal award leaves the actual number at 16.

Mr. Stepp stated that if Metra is able to maintain the amount of capital funds that are currently available with state assistance, they have Metra funds committed to locomotive acquisition and replacement, and it is possible to acquire up to 24 locomotives, perhaps up to the full 28 with additional future funds. He added that Metra can only guarantee the 16 locomotives with current CMAQ funding and the Metra match. He further added that there are currently 24 locomotives at the end of their useful life that the agency is trying to replace, and that being held to Tier IV standards would only allow for 12 locomotives, the other 12 would undergo a 10-year, life-extending rebuild at Tier 0 plus.

Questions from committee members included the difference in benefit delivery from Tier II and Tier III as well as commitment to exploring options in terms of total emission

reductions from Mr. Snyder, the Counties' representative, and Mr. Acevedo of the US EPA respectively.

Mr. Stepp replied saying Metra estimates that there will be a greater return on investment in acquiring the 24 locomotives at Tier III and from the locomotives manufactured at Tier II plus. He added that Metra estimates there would be a drop of one third in terms of PM reduction if pursuing a 24 Tier II plus and Tier III locomotives option over the 12 Tier IV locomotive option. He continued by saying that NOx reduction would be less with the 12 new locomotives but PM is where a larger difference is seen. He added that NOx is more difficult to reduce. He further noted that the specifications in the RFP have been written to allow for the most competitive option, citing funding as an issue with obtaining cleaner, more expensive locomotives.

Mr. Donovan asked if there is an analysis available to identify the greatest return on investment between the two options and if Tier II plus is a minimum requirement in Metra's RFP.

Mr. Ferguson answered that there is no analysis available. He was followed in response by Mr. Stepp who confirmed that Tier II plus is a minimum requirement. Mr. Stepp added that Metra believes the Tier III remanufactured option will be the most competitive.

Mr. Privett asked if there was a possibility for Metra to come back to the Committee with a cost increase if the cost differential between Tier III and Tier IV was reasonably small.

Mr. Stepp replied stating that the cost differential per locomotive is substantial, roughly \$2 million, but is willing to consider and collaborate with CMAP staff. He added that if a Tier IV proposal is among the pool of bidders and is otherwise qualified, Metra would look further into obtaining CMAQ funding to acquire the cleaner locomotives. He added that Tier IV proposals would not be dropped due solely to cost; additional funds would be sought.

Mr. Urbaszewski added that remanufactured Tier IV will be more expensive, but will have a useful life of 30-40 years of lower emissions. He cited that lower Tier options would have greater emissions levels and asserted that Metra needs to push forward to be a leader in emissions reduction, advocating for the best use of public money for public health.

Mr. Stepp added that it would be ideal to remanufacture and perform life-extending rebuilds on the locomotives after roughly 25 years. He further added that by that time Metra would be able to employ technology to improve emissions. He said that CMAQ funding has been used to rebuild older locomotives that were originally Tier 0 in order to upgrade to Tier II and Tier III.

On a motion made by Mr. Snyder and seconded by Mr. Privett, the motion to approve the proposed program for Transportation Committee consideration carried.

7.0 FAST Act

Mr. Donovan indicated that there was nothing new to discuss regarding the FAST Act.

8.0 Other Business

Mr. Schmidt from IDOT made the announcement for a save-the-date for a GATA workshop and distributed information to the Committee.

9.0 Public Comment

Mr. Urbaszewski expressed concerns over the CMAQ funded Metra switcher locomotive remanufacturer project. The project was originally program in 2010 to remanufacture two switcher engines to a Genset configuration and in 2014 Metra received a scope change to change from Genset technology to a more conventional locomotive meeting Tier III requirements for emissions reductions. The recent RFP issued by Metra only required for Tier II+ standards and is concerned that the project will not meet the approved scope.

Mr. Ferguson stated that staff had been investigating the matter; putting out an RFP does not go against anything that was originally proposed—noting that nothing had been awarded yet. He added that he is discussing the matter with federal partners to ensure everything is done correctly.

Mr. Stepp noted that he had not reviewed the specifications to the proposal but will look into the matter and issue an addendum as needed.

10.0 Next Meeting

Mr. Ferguson stated that the Committee’s next meeting is scheduled for November 2, 2017 at 2:00 p.m.

11.0 Adjournment

On a motion made by Ms. Schmidt and seconded by Mr. Snyder, the meeting was adjourned at 2:46 p.m.

CMAQ Project Selection Committee Members:

_____ Darwin Burkhart	_____ Mark Pitstick	_____ Chris Schmidt
_____ Luann Hamilton	_____ Jeffery Schielke	_____ Chris Snyder
_____ Douglas Ferguson, Chair		



CMAQ Program Summary - 2017 - 2020
Includes obligations through September 30, 2017

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
2017								
01-12-0004	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 2	IMP	\$10,400,000				\$10,400,000
							<i>Expected authorization June 2018</i>	
01-12-0004	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 2	IMP	\$10,400,000				\$10,400,000
							<i>Expected authorization August 2017</i>	
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	ENG	\$3,466,000		\$3,466,000 T		\$0
							<i>Expected authorization July 2017</i>	
			ENG	\$3,466,000				\$3,466,000
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	ENG	\$2,400,000	\$3,466,000 T		\$1,586,681 O	\$4,279,319
							<i>Engineering in progress, expected accomplishment February 2018</i>	
			ENG	\$2,400,000			\$1,586,681	\$813,319
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	IMP	\$5,600,000				\$5,600,000
							<i>Expected authorization July 2018</i>	
01-94-0092	CDOT	BIKE FAC-CHICAGO-STREETS FOR CYCLING/BIKE 2015 Plan Implementation	IMP	\$8,000,000			\$1,680,000 O	\$6,320,000
							<i>IPA sent to IDOT April 2017</i>	
05-16-0003	Cicero	Cicero Access to Transit Improvements	ENG2	\$19,200			\$19,186 O	\$14
							<i>Estimate draft PS&E July 2017</i>	
05-16-0003	Cicero	Cicero Access to Transit Improvements	CONST	\$186,080				\$186,080
							<i>Targeting letting October 2017</i>	

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

Lines highlighted and shown in italics represent line item status as of prior PSC meeting.

TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
02-97-0006	Cook County DOTH	Old Orchard Rd from Harms to Skokie Blvd (new limits E of I-94/Edens Expy to W of IL 41/Skokie Blvd)	CONST	\$800,000		\$800,000		\$0
03-11-0020	Cook County DOTH	Lake Cook Rd at Buffalo Grove Rd, Weiland Rd and IL 83/McHenry Rd.	CONST	\$2,974,000				\$2,974,000
								<i>@ IL 83/McHenry Rd. Targeting letting August 2018</i>
03-11-0020	Cook County DOTH	Lake Cook Rd at Buffalo Grove Rd, Weiland Rd and IL 83/McHenry Rd.	CONST	\$4,185,000				\$4,185,000
								<i>@ Weiland. Targeting letting August 2018</i>
03-11-0020	Cook County DOTH	Lake Cook Rd at Buffalo Grove Rd, Weiland Rd and IL 83/McHenry Rd.	CONST	\$5,113,000				\$5,113,000
								<i>@ Buffalo Grove Rd. Targeting letting August 2018</i>
08-12-0004	DuPage County DOT	55th St/CH 35 from Dunham Rd to Clarendon Hills Rd and 55th St at Main St	ROW	\$148,000	\$597,000 C		\$445,000 M	\$300,000
								<i>Negotiations in progress, anticipate completion mid-2018</i>
08-12-0004	DuPage County DOT	55th St/CH 35 from Dunham Rd to Clarendon Hills Rd and 55th St at Main St	CONST	\$1,120,000	\$1,970,000 C			\$3,090,000
								<i>Targeting letting August 2018</i>
02-16-0012	Evanston	Evanston Main Street Bike Rack Access to Transit Improvements	CONST	\$56,000			\$42,612 O	\$13,388
								<i>Scheduled for letting 4/28/17</i>
12-12-0004	Frankfort	St Francis Rd Multi-Use Trail	CONST	\$118,000	\$70,000 T			\$188,000
								<i>Targeting letting January 2018, will defer</i>
03-12-0004	IDOT	IL 59/Sutton Rd at Stearns Rd	CONST	\$1,200,000	\$2,229,000 C		\$3,198,337 M	\$230,663
								<i>Project let for bid 4/28/17</i>
06-16-0001	IDOT	Wolf Rd from 153rd St to 159th St	CONST	\$111,200	\$22,000 C		\$78,711 M	\$54,489
								<i>Project let June 2017</i>
			CONST	\$111,200	\$22,000		\$111,200	\$22,000
08-12-0002	IDOT	IL 38/Roosevelt Rd at Ardmore Av	CONST	\$400,000	\$800,000 C		\$910,276 M	\$289,724
								<i>Project let for bid March 3, 2017 (low bid \$1,036,095)</i>

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

Lines highlighted and shown in italics represent line item status as of prior PSC meeting.

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
10-14-0008	IDOT	IL 120/Belvidere Rd from IL 134/Main St to US 45	CONST	\$1,837,000	\$528,000	T	\$1,513,897	M \$851,103
<i>Project let for bid March 3, 2017 (low bid \$1,659,638)</i>								
10-16-0003	IDOT	US45/Lake St from Rollins Rd to Dada Dr/Grant Av	CONST	\$85,600			\$63,259	M \$22,341
<i>Targeting letting June 2017</i>								
			CONST	\$85,600			\$86,400	(\$800)
12-12-0005	IDOT	US 6/Southwest Hwy at Gougar Rd	CONST	\$800,000	\$1,620,000	C		\$2,420,000
<i>Due to anticipated letting in September 2017, not deferred during 5/16 status updates (even though ROW was not accomplished by sunset). If not included in the March letting bulletin, withdrawal of funding will be considered.</i>								
13-11-0015	IDOT	Traffic Management Center Integration and Advanced Transportation Management System - Computer Aided Dispatch Integration	IMP	\$2,460,000			\$920,180	M \$1,539,820
<i>Agreement has been executed by all parties and is waiting for federal authorization and obligation.</i>								
15-16-0004	IDOT	Edens Expressway/I-94 Bus on Shoulder	CONST	\$7,899,440			\$6,285,684	M \$1,613,756
<i>Project let for bid March 3, 2017 (low bid \$7,217,823)</i>								
15-16-0004	IDOT	Edens Expressway/I-94 Bus on Shoulder	IMP	\$2,092,755			\$2,692,800	O (\$600,045)
<i>Targeting letting September 2017</i>								
			IMP	\$2,092,755				\$2,092,755
13-14-0001	IEPA	Chicago Area Green Fleet Grant Program	IMP	\$1,000,000		\$1,000,000	T	\$0
13-14-0002	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	IMP	\$7,342,392				\$7,342,392
<i>Expected authorization June 2017</i>								
13-14-0002	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	IMP	\$12,262,966				\$12,262,966
<i>Expected authorization June 2017</i>								
13-16-0001	IEPA	Railsolve\Ingredion Switcher Locomotive Engine Replacement	IMP	\$2,692,300				\$2,692,300
<i>Expected authorization October 2017</i>								

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
09-12-0011	Kane County	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	ROW	\$280,000			\$280,000 O	\$0 <i>Expected accomplishment June 2018</i>
09-12-0011	Kane County	Fabyan Pkwy/CH 8 at Kirk Rd/CH 77	CONST	\$3,846,000				\$3,846,000 <i>Targeting letting June 2018</i>
09-14-0004	Kane County	Randall Rd Adaptive Signal Control from Huntley Rd to Big Timber Rd	CONST	\$80,000				\$80,000 <i>Targeting letting November 2017</i>
09-14-0004	Kane County	Randall Rd Adaptive Signal Control from Huntley Rd to Big Timber Rd	IMP	\$750,700				\$750,700 <i>Targeting letting November 2017</i>
09-96-0017	Kane County	Longmeadow Pkwy at Randall Rd	CONST	\$767,600			\$767,000 O	\$600
09-96-0017	Kane County	Longmeadow Road Bike Path Extensions	CONST	\$1,400,023				\$1,400,023 <i>Targeting letting September 2017</i>
18-14-0002	Metra	Repower Passenger Locomotives	ENG	\$160,000		\$160,000 T		\$0 <i>Funds transferred to implementation</i>
07-16-0003	Midlothian	Midlothian Metra Station Area Access Improvements	CONST	\$736,000				\$736,000 <i>May 2017 status update not received</i>
03-16-0016	Mount Prospect	Covered Bicycle Parking at the Mt. Prospect Metra Station	CONST	\$134,800	\$27,000 C		\$151,200 M	\$10,600 <i>Project let for bid March 3, 2017 (low bid \$181,695)</i>
10-16-0001	Mundelein	Maple Av Bike Path	ENG2	\$36,000	\$23,000 C		\$58,661 O	\$339 <i>Estimate draft PS&E submittal January 2018</i>
07-16-0004	Oak Forest	Oak Forest TOD Area Access to Transit Improvements	ENG2	\$36,000			O	\$36,000 <i>May 2017 status update NOT received</i>
17-12-0001	Pace	I-90 Corridor Enhanced Markets	IMP	\$10,360,350			\$10,360,350 O	\$0

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ROW	\$40,000				\$40,000
<i>Phase not started. Modifications to the approved Phase I PDR Alignment were required during Phase II to mitigate conflicts and address comments received during the design phase.</i>								
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$1,823,000				\$1,823,000
<i>Targeting letting August 2018</i>								
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$415,000			\$415,000 O	\$0
<i>Phase 3 complete</i>								
07-16-0005	Richton Park	Richton Park Metra Electric Station Area Access	CONST	\$263,842				\$263,842
<i>Targeting letting November 2017</i>								
04-16-0001	Rosemont	Rosemont CTA Station Pedestrian Crossing: River Rd at I-190	CONST	\$527,206	\$128,800 C		\$527,206 M	\$128,800
<i>Project let for bid 1/20/2017 (\$747,604)</i>								
07-16-0001	Sauk Village	Sauk Trail/Cottage Grove Av Bike Path Improvements	ENG1	\$124,800				\$124,800
<i>May 2017 status update not received</i>								
03-03-0102	Schaumburg	IL 62/Algonquin Rd at Meacham Rd	ROW	\$360,000				\$360,000
<i>Expected authorization August 2017</i>								
03-16-0001	Schaumburg	Schaumburg Metra Station Bike Racks and Lockers	IMP	\$42,000			\$27,200 O	\$14,800
<i>Targeting letting May 2017</i>								
02-06-0035	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd	ENG2	\$32,000			\$27,313 O	\$4,687
<i>Expected authorization June 2017</i>								
02-06-0035	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd	CONST	\$446,000				\$446,000
<i>Targeting letting November 2018</i>								
02-14-0003	Skokie	Church St Bike Lane from Linder Av to McCormick Blv	ENG2	\$32,000				\$32,000
<i>Expected authorization August 2017, accomplishment November 2017</i>								

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

Lines highlighted and shown in italics represent line item status as of prior PSC meeting.

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
02-97-0006	Skokie	Old Orchard Rd from Edens Ewy to Skokie Blv	ROW	\$176,000	\$1,350,000	T		\$1,526,000
<i>Expected authorization July 2017, accomplishment December 2017</i>								
07-16-0006	University Park	University Park Metra Transit Access	CONST	\$357,400			\$357,400	O \$0
<i>Project let for bid 9/22/17 (low bid \$226,466, 80% \$181,173)</i>								
54 line items in 2017 totalling:				\$118,395,654	\$12,830,800	\$5,426,000	\$32,407,953	\$93,392,501
2018								
09-16-0002	Aurora	Edgelawn Dr Bikeway Project	ENG2	\$26,870				\$26,870
<i>Estimate draft PS&E submittal December 2017</i>								
09-16-0002	Aurora	Edgelawn Dr Bikeway Project	CONST	\$295,570				\$295,570
<i>Targeting state letting April 2018</i>								
09-16-0003	Aurora	Montgomery Rd Multi-use Path	ENG2	\$35,839				\$35,839
<i>Estimate draft PS&E submittal December 2017</i>								
09-16-0003	Aurora	Montgomery Rd Multi-use Path	CONST	\$394,229				\$394,229
<i>Targeting state letting April 2018</i>								
09-16-0004	Aurora	Aurora Transportation Center (ATC) Enhancements	ENG2	\$598,071		\$598,071	S	\$0
<i>Funded locally</i>								
09-16-0004	Aurora	Aurora Transportation Center (ATC) Enhancements	CONST	\$8,027,911	\$3,455,013	T		\$11,482,924
04-16-0003	Bellwood	St. Charles Road Access to Transit	ENG2	\$40,000				\$40,000
<i>Expected authorization October 2017</i>								
08-16-0001	Bensenville	IL 83 from Bryn Mawr Av to Foster Av	ENG2	\$32,000				\$32,000
<i>Estimate draft PS&E November 2018</i>								
05-16-0001	Berwyn	16st St from Harlem Av to Ridgeland Av	ENG1	\$59,600				\$59,600
<i>Expected authorization July 2017</i>								
06-16-0010	Chicago Ridge	Chicago Ridge Metra Station Area Access Improvements	ENG2	\$55,716		\$55,716	T	\$0
<i>Funds transferred to construction engineering</i>								

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
08-16-0002	Clarendon Hills	Burlington Av Metra Station Bicycle Parking Shelter	ENG2	\$4,400				\$4,400
<i>Village coordinating with larger related project (new commuter rail station). Expected authorization January 2019</i>								
03-96-0021	Cook County DOTD	I-294 at IL 64/North Av	ROW	\$3,352,800				\$3,352,800
03-96-0021	Cook County DOTD	Elmhurst Rd and Touhy Av/IL 72	CONST	\$11,450,000				\$11,450,000
<i>Targeting letting January 2018</i>								
03-96-0021	Cook County DOTD	Touhy Av and UPRR	CONST	\$23,289,000				\$23,289,000
<i>Targeting letting January 2018</i>								
03-96-0021	Cook County DOTD	I-294 at IL 64/North Av	CONST	\$26,117,074				\$26,117,074
<i>Targeting letting January 2018</i>								
16-10-9001	CTA	Red and Purple Line Modernization	ENG2	\$25,000,000				\$25,000,000
<i>Expected authorization FFY 2018</i>								
09-10-0024	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	ROW	\$48,000				\$48,000
<i>IDOT committed to acquiring the project ROW on 4/13/17</i>								
09-10-0024	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	ROW	\$216,000				\$216,000
<i>IDOT committed to acquiring the project ROW 4/13/17</i>								
01-16-0003	IDOT	Ramp Metering I-55 Expansion and Dan Ryan Enhancement	ENG2	\$281,600				\$281,600
<i>Expected authorization November 2017, accomplishment September 2018</i>								
02-14-0004	IDOT	Willow Rd at Pfingsten Rd	ROW	\$204,000				\$204,000
<i>Expected authorization October 2017, accomplishment May 2019</i>								
10-14-0021	IDOT	IL 176 at Roberts Rd	ROW	\$80,000			\$80,000 O	\$0
<i>Acquisition in progress, expected accomplishment May 2018</i>								
13-14-0001	IEPA	Chicago Area Green Fleet Grant Program	IMP	\$3,000,000				\$3,000,000
<i>Expected authorization July 2017</i>								
				<i>IMP</i>	<i>\$3,000,000</i>	<i>\$1,000,000</i>		<i>\$2,000,000</i>

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
13-14-0002	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	IMP	\$11,586,750				\$11,586,750
10-16-0002	Lake County	Butterfield Rd from Allanson Rd to Buckley Rd/Peterson Rd	CONST	\$739,690				\$739,690
								<i>Targeting letting January 2019</i>
10-16-0004	Lake County	US 12/Rand Rd from IL 176 Ramps to Miller Rd	CONST	\$1,836,960				\$1,836,960
								<i>Targeting letting January 2018</i>
<i>Previously programmed in FFY 2017</i>			<i>CONST</i>	<i>\$1,836,960</i>				<i>\$1,836,960</i>
10-16-0005	Lake County	Sunset Av/Golf Rd/Greenwood Av from McAree Rd to IL 137/Sheridan Rd	ROW	\$80,000				\$80,000
								<i>Expected authorization January 2018</i>
10-16-0005	Lake County	Sunset Av/Golf Rd/Greenwood Av from McAree Rd to IL 137/Sheridan Rd	CONST	\$1,428,320				\$1,428,320
								<i>Targeting letting March 2018</i>
10-00-0117	Lake County DOT	IL 134 and Fairfield Rd	ROW	\$256,000		\$256,000	T	\$0
								<i>CMAQ funds transferred to CON; expected authorization March 2018, accomplishment December 2018</i>
10-16-0013	Lake Villa	Lake Villa TOD Sidewalk and Multi-use Path Connections to Metra	ENG2	\$16,000				\$16,000
								<i>Possible rescoping</i>
11-03-0018	McHenry County DOT	Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect	CONST	\$10,583,000			C	\$10,583,000
								<i>Targeting authorization January 2018, letting March 2018</i>
18-14-0002	Metra	Repower Passenger Locomotives	IMP	\$3,840,000	\$160,000	T	\$4,000,000	O \$0
								<i>Expected authorization early 2018</i>
<i>Previously programmed in FFY 2017</i>			<i>IMP</i>	<i>\$3,840,000</i>	<i>\$160,000</i>			<i>\$4,000,000</i>
10-16-0001	Mundelein	Maple Av Bike Path	CONST	\$938,500				\$938,500
								<i>Targeting letting April 2018</i>
<i>Previously programmed in FFY 2019</i>			<i>CONST</i>	<i>\$938,500</i>				<i>\$938,500</i>

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
10-16-0006	Mundelein	McKinley Av Commuter Bridge over CN RR at Mundelein Metra Station	ENG2	\$320,000				\$320,000
								<i>Expect authorization summer 2018</i>
09-14-0005	Pace	Randall Rd Transit Infrastructure Improvements	CONST	\$1,240,000				\$1,240,000
								<i>Targeting letting September 2017</i>
		<i>Previously programmed in FFY 2017</i>	<i>CONST</i>	<i>\$1,240,000</i>				<i>\$1,240,000</i>
17-12-0001	Pace	I-90 Corridor Enhanced Markets	IMP	\$9,390,621				\$9,390,621
								<i>Expected authorization September 2018</i>
17-94-0002	Pace	VIP Vanpool Program	IMP	\$4,096,000				\$4,096,000
								<i>Expected authroization September 2018</i>
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$421,000				\$421,000
								<i>Awaiting approval from IDOT Central Office</i>
07-14-0010	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	IMP	\$430,000				\$430,000
								<i>Awaiting approval from IDOT Central Office</i>
05-16-0002	Riverside	Central Business District Bike Parking	CONST	\$48,400				\$48,400
								<i>Finalizing locations to create site plan, expected authorization October 2017</i>
13-16-0002	RTA	Access to Transit Group	ENG2	\$289,660		\$289,660	X	\$0
13-16-0002	RTA	Access to Transit Group	CONST	\$56,000		\$56,000	X	\$0
03-03-0102	Schaumburg	IL 62/Algonquin Rd at Meacham Rd	CONST	\$2,320,000				\$2,320,000
								<i>Targeting letting January 2019</i>
02-14-0003	Skokie	Church St Bike Lane from Linder Av to McCormick Blv	CONST	\$440,000				\$440,000
								<i>Targeting letting August 2018</i>

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
02-16-0013	Skokie	Skokie Bicycle Parking at Dempster and Oakton	ENG2	\$20,984				\$20,984
<i>Expected authorization December 2017, accomplishment June 2018</i>								
12-12-0003	Will County Division of Transportation	Bell Rd/CH 16 at 143rd St/CH 37	CONST	\$10,384,000		\$10,384,000		\$0
<i>ROW in condemnation. Targeting letting September 2018</i>								
<i>Previously programmed in FFY 2017</i>			CONST	\$10,384,000				\$10,384,000
45 line items in 2018 totalling:				\$163,370,565	\$3,615,013	\$11,639,447	\$4,080,000	\$151,266,131
2019								
09-16-0001	Aurora	Indian Trail Rd from IL25/Aurora Av to Pensbury Ln	CONST	\$905,607				\$905,607
04-16-0003	Bellwood	St. Charles Road Access to Transit	CONST	\$560,000				\$560,000
08-16-0001	Bensenville	IL 83 from Bryn Mawr Av to Foster Av	CONST	\$267,738				\$267,738
01-06-0058	CDOT	71st St and CSX Grade Separation (GS19)	ENG2	\$900,000				\$900,000
06-16-0010	Chicago Ridge	Chicago Ridge Metra Station Area Access Improvements	CONST	\$742,876	\$573,974	T		\$1,316,850
08-16-0002	Clarendon Hills	Burlington Av Metra Station Bicycle Parking Shelter	CONST	\$39,760				\$39,760
16-13-0005	CTA	Ashland Av Transit Signal Priority and Signal Modernization	CONST	\$8,890,857				\$8,890,857
<i>Expected authorization FFY 2019</i>								
09-10-0024	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	CONST	\$404,550				\$404,550
<i>Targeting letting January 2019</i>								
09-10-0024	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	CONST	\$3,867,068				\$3,867,068
01-16-0003	IDOT	Ramp Metering I-55 Expansion and Dan Ryan Enhancement	CONST	\$2,816,000				\$2,816,000

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
02-14-0004	IDOT	Willow Rd at Pfingsten Rd	CONST	\$800,400				\$800,400
02-16-0006	IDOT	Golf Rd at Harms Rd	CONST	\$660,000				\$660,000
10-14-0021	IDOT	IL 176 at Roberts Rd	CONST	\$780,000				\$780,000
13-14-0001	IEPA	Chicago Area Green Fleet Grant Program	IMP	\$3,000,000				\$3,000,000
			IMP	\$4,000,000		\$2,000,000		\$2,000,000
10-00-0117	Lake County DOT	IL 134 and Fairfield Rd	CONST	\$443,000	\$256,000	T		\$699,000
								<i>Targeting letting January 2019</i>
10-16-0013	Lake Villa	Lake Villa TOD Sidewalk and Multi-use Path Connections to Metra	CONST	\$248,000				\$248,000
								<i>Possible rescoping</i>
10-16-0006	Mundelein	McKinley Av Commuter Bridge over CN RR at Mundelein Metra Station	CONST	\$1,360,000				\$1,360,000
								<i>Targeting letting April 2019</i>
07-16-0004	Oak Forest	Oak Forest TOD Area Access to Transit Improvements	CONST	\$415,910				\$415,910
17-12-0001	Pace	I-90 Corridor Enhanced Markets	IMP	\$10,329,683				\$10,329,683
17-94-0002	Pace	VIP Vanpool Program	IMP	\$7,520,000				\$7,520,000
13-16-0002	RTA	Access to Transit Group	CONST	\$3,875,732		\$3,875,732	X	\$0
03-14-0017	Schaumburg	Woodfield Rd at IL 53	CONST	\$2,106,000				\$2,106,000
								<i>Targeting letting November 2018</i>
02-16-0013	Skokie	Skokie Bicycle Parking at Dempster and Oakton	CONST	\$230,824				\$230,824
23 line items in 2019 totalling:				\$51,164,005	\$829,974	\$3,875,732		\$48,118,247
2020								

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

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TIP ID	Sponsor	Brief Description	Phase	CMAQ \$ (Fed)	Increases*	Withdrawals*	Obligations*	Balance
16-10-9001	CTA	Red and Purple Line Modernization	CONST	\$100,000,000				\$100,000,000
								<i>Expected authorization FFY 2020</i>
02-97-0006	Skokie	Old Orchard Rd from Edens Ewy to Skokie Blv	CONST	\$6,986,000		\$1,350,000	T	\$5,636,000
2 line items in 2020 totalling:				\$106,986,000		\$1,350,000		\$105,636,000
124 line items in 2017 - 2020 totalling:				\$439,916,224	\$17,275,787	\$22,291,179	\$36,487,953	\$398,412,879

Increase Codes

C - Committee
I - Internal
R - Reinstated
T - Transfer

Withdrawal Codes

C - Project Complete
D - Phase Deferred
O - Obligation Remainder
S - Sponsor Request
T - Phase Transfer
U - Unknown (predates tracking)
X - Project Transfer

Obligation Codes

F - Final Voucher/FTA Grant Closed
M - Modified Project Agreement
O - Obligated

*Increase, Withdrawal and Obligation codes can be found at the end of this report.

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CMAQ Program Summary - Deferred Projects

Includes obligations through September 30, 2017

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
2000								
11-96-0007	McHenry County Conservation District	BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY	ENG1	\$219,040	Sub. Phase Def.	\$219,256 F	(\$216)	\$0
1 line items in 2000 totalling:				\$219,040		\$219,256	(\$216)	\$0
2002								
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	ENG	\$119,085	Sub. Phase Def.	\$119,085 F	\$0	\$0
01-97-0086	CDOT	CDOT-Near West Side Signal Interconnect	ENG	\$0	Sub. Phase Def.		\$0	\$0
01-98-0080	CDOT	CDOT Peterson Ave from Cicero to Ridge Signal Interconnect	ENG1	\$189,618	Sub. Phase Def.	\$174,160 M	\$15,458	\$0
10-02-0007	Lake County DOT	Lake Zurich-US 12/Rand Road at Ela	ENG1	\$42,617	Sub. Phase Def.	\$42,721 F	(\$104)	\$0
4 line items in 2002 totalling:				\$351,320		\$335,966	\$15,354	\$0
2003								
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	ENG	\$120,000	Sub. Phase Def.	\$120,040 F	(\$40)	\$0
07-01-0004	Chicago Heights	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid	ENG1	\$57,550	Sub. Phase Def.	\$57,750 M	(\$200)	\$0
2 line items in 2003 totalling:				\$177,550		\$177,790	(\$240)	\$0
2005								
01-05-0001	CDOT	Safe Routes to School Program - Citywide	ENG1	\$111,249	Sub. Phase Def.	\$111,249 F	\$0	\$0

*Obligation codes can be found at the end of this report.

Lines highlighted and shown in italics represent line item status as of prior PSC meeting.

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
1 line items in 2005 totalling:				\$111,249		\$111,249	\$0	\$0
2006								
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	ENG1	\$829,322	Sub. Phase Def.	\$829,322 M	\$0	\$0
1 line items in 2006 totalling:				\$829,322		\$829,322	\$0	\$0
2007								
01-02-0027	CDOT	Cicero Ave Smart Corridor	ENG2	\$0	Sub. Phase Def.		\$0	\$0
01-06-0002	CDOT	43rd St Bicycle-Pedestrian Bridge	ENG1	\$563,422	Sub. Phase Def.	\$563,422 M	\$0	\$0
10-06-0003	Deerfield	Deerfield Rd Sidewalk	ENG2	\$33,745	Sub. Phase Def.	\$54,643 F	(\$20,898)	\$0
			<i>ENG2</i>	<i>\$33,745</i>	<i>Sub. Phase Def.</i>	<i>\$33,744</i>	<i>\$1</i>	<i>\$0</i>
11-06-0032	McHenry	Miller Rd/Bull Valley Rd at N. Front St and Green St	ENG1	\$80,158	Sub. Phase Def.	\$80,158 F	\$0	\$0
4 line items in 2007 totalling:				\$677,325		\$698,223	(\$20,898)	\$0
2008								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	ENG1	\$237,600	Sub. Phase Def.	\$237,025 O	\$575	\$0
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$174,600	Sub. Phase Def.	\$174,427 O	\$173	\$0
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	ENG1	\$353,000	Sub. Phase Def.	\$352,562 O	\$438	\$0
10-00-0128	Lake County DOT	Roberts Rd at River Rd	ENG1	\$217,300	Sub. Phase Def.	\$217,300 F	\$0	\$0
11-06-0032	McHenry	Miller Rd/Bull Valley Rd at N. Front St and Green St	ENG2	\$295,800	Sub. Phase Def.	\$295,712 M	\$88	\$0
04-08-0001	Melrose Park	North Ave Commuter Bicycle Path from Mannheim Rd to Riverwoods Dr	ENG1	\$55,835	Sub. Phase Def.	\$55,835 F	\$0	\$0

*Obligation codes can be found at the end of this report.

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ENG1	\$680,000	Sub. Phase Def.	\$480,291 M	\$199,709	\$0
12-08-0003	Will County Division of Transportation	Laraway Rd at Cedar Rd	ENG1	\$120,000	Sub. Phase Def.	\$120,000 O	\$0	\$0
8 line items in 2008 totalling:				\$2,134,135		\$1,933,152	\$200,983	\$0
2009								
01-97-0086	CDOT	CDOT-Near West Side Signal Interconnect	ENG	\$974,000	Sub. Phase Def.	\$526,000 M	\$448,000	\$0
							<i>Expected accomplishment February 2017</i>	
09-09-0006	Elgin	Elgin Bikeway Plan Route 1 NE Quadrant	ENG2	\$101,131	Reinstated	\$101,131 F	\$0	\$0
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	ENG1	\$180,099	Sub. Phase Def.	\$180,099 O	\$0	\$0
<i>ue to ROW issues, an alternate alignment was required. Determined the alternate alignment and are trying to move funds within the contract to cover the additional engineering.</i>								
3 line items in 2009 totalling:				\$1,255,230		\$807,230	\$448,000	\$0
2010								
11-09-0006	Crystal Lake	Main St and Crystal Lake Ave Railroad Crossings	ENG1	\$72,000	Sub. Phase Def.	\$34,088 M	\$37,912	\$0
09-09-0010	Kane County	Huntley Rd at Galligan Rd	ENG1	\$80,000	Sub. Phase Def.	\$80,000 O	\$0	\$0
09-08-0003	Kane County DOT	Main St at Nelson Lake Rd	ENG1	\$80,000	Sub. Phase Def.	\$80,000 F	\$0	\$0
07-08-0010	Riverdale	CSXT Barr Rail Yard Switch Engine Retrofit	IMP	\$2,925,000	Sub. Phase Def.	\$4,680,000 M	(\$1,755,000)	\$0
12-10-0001	Romeoville	Romeoville Metra Station and Parking	CONST	\$340,000	Sub. Phase Def.	\$340,000 F	\$0	\$0
5 line items in 2010 totalling:				\$3,497,000		\$5,214,088	(\$1,717,088)	\$0

*Obligation codes can be found at the end of this report.

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
2011								
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG1	\$0	Sub. Phase Def.		\$0	\$0
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	ENG1	\$55,834	Sub. Phase Def.	\$55,834 F	\$0	\$0
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	ENG1	\$56,000	Sub. Phase Def.	\$55,953 F	\$47	\$0
11-96-0007	McHenry County Conservation District	BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY	CONST	\$242,700	Sub. Phase Def.	\$242,700 F	\$0	\$0
4 line items in 2011 totalling:				\$354,534		\$354,487	\$47	\$0
2012								
11-12-0006	Algonquin	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd	ENG1	\$120,000	Sub. Phase Def.	\$119,926 M	\$74	\$0
			<i>ENG1</i>	<i>\$120,000</i>	<i>Sub. Phase Def.</i>	<i>\$120,000</i>	<i>\$0</i>	<i>\$0</i>
01-02-0027	CDOT	Cicero Ave Smart Corridor	ENG	\$733,000	Sub. Phase Def.	\$497,228 M	\$235,772	\$0
01-05-0001	CDOT	Safe Routes to School Program - Citywide	ENG2	\$0	Sub. Phase Def.		\$0	\$0
01-05-0001	CDOT	Safe Routes to School Program - Citywide	ENG2	\$331,151	Sub. Phase Def.	\$298,400 M	\$32,751	\$0
								<i>Final PS&E 4/22/2016</i>
01-05-0001	CDOT	Safe Routes to School Program - Citywide	IMP	\$0	Sub. Phase Def.		\$0	\$0

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG2	\$0	Sub. Phase Def.		\$0	\$0
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG2	\$320,000	Sub. Phase Def.	\$320,000 O	\$0	\$0
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	CONST	\$537,000	Deferred		\$0	\$537,000
01-08-0003	CDOT	Signal Controller Upgrade and Timing Program	ENG2	\$0	Sub. Phase Def.		\$0	\$0
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy	ENG1	\$200,000	Deferred	\$139,128 F	(\$139,128)	\$200,000
10-06-0003	Deerfield	Deerfield Rd Sidewalk	ROW	\$84,172	Sub. Phase Def.	\$84,172 M	\$0	\$0
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	ENG1	\$13,400	Sub. Phase Def.	\$13,362 M	\$38	\$0
			<i>ENG1</i>	<i>\$13,400</i>	<i>Sub. Phase Def.</i>	<i>\$20,000</i>	<i>(\$6,600)</i>	<i>\$0</i>
07-09-0003	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	ENG1	\$20,880	Sub. Phase Def.		\$20,880	\$0
09-09-0010	Kane County	Huntley Rd at Galligan Rd	ENG2	\$135,960	Sub. Phase Def.	\$135,960 O	\$0	\$0
09-08-0003	Kane County DOT	Main St at Nelson Lake Rd	ROW	\$0	Sub. Phase Def.		\$0	\$0
10-00-0128	Lake County DOT	Roberts Rd at River Rd	ROW	\$0	Sub. Phase Def.		\$0	\$0
10-00-0128	Lake County DOT	Roberts Rd at River Rd	ENG2	\$471,461	Sub. Phase Def.	\$471,461 F	\$0	\$0

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	ENG1	\$140,000	Sub. Phase Def.	\$87,092 M	\$52,908	\$0
			<i>ENG1</i>	<i>\$140,000</i>	<i>Sub. Phase Def.</i>	<i>\$99,737</i>	<i>\$40,263</i>	<i>\$0</i>
08-05-0005	Oak Brook	Oak Brook Employment Area Distributor Service	ENG	\$50,000	Sub. Phase Def.	\$36,890 O	\$13,110	\$0
							<i>October 2016 status update NOT received</i>	
09-10-0002	Sleepy Hollow	Bike Path along Sleepy Hollow Road from Thorobred Lane to Dundee Township Bird Sanctuary Trail Head	ENG1	\$9,600	Sub. Phase Def.	\$9,600 F	\$0	\$0
12-08-0003	Will County Division of Transportation	Laraway Rd at Cedar Rd	ROW	\$0	Sub. Phase Def.		\$0	\$0
21 line items in 2012 totalling:				\$3,166,624		\$2,213,219	\$216,405	\$737,000
2013								
11-12-0006	Algonquin	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd	ENG2	\$210,000	Sub. Phase Def.	\$193,398 F	\$16,602	\$0
							<i>Project starting over with new alignment and locally funded Phase I. Expected accomplishment November 2017</i>	
01-01-0009	CDOT	CDOT-Lakefront Trail-Navy Pier Flyover	CONST	\$4,057,600	Sub. Phase Def.	\$4,057,600 O	\$0	\$0
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$1,346,315	Reinstated	\$1,006,372 O	\$339,943	\$0
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$0	Sub. Phase Def.		\$0	\$0
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	ENG2	\$649,637	Sub. Phase Def.	\$2,297,757 M	(\$1,648,120)	\$0
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	ENG2	\$0	Sub. Phase Def.		\$0	\$0
01-04-0002	CDOT	35th St Bicycle-Pedestrian Bridge	CONST	\$7,261,042	Reinstated	\$7,261,000 M	\$42	\$0

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-08-0007	CDOT	79th St from IL 50/Cicero Ave to Ashland Ave	ENG2	\$440,000	Sub. Phase Def.	\$46,485 F	\$393,515	\$0
<i>Estimated draft PS&E December 2017</i>								
07-01-0004	Chicago Heights	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid	ENG2	\$65,000	Sub. Phase Def.	\$58,597 F	\$6,403	\$0
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	ENG2	\$549,000	Sub. Phase Def.	\$545,268 M	\$3,732	\$0
12-12-0001	FPD of Will County	DuPage River Trail - Segment 5	ENG1	\$72,000	Sub. Phase Def.	\$71,833 O	\$167	\$0
09-09-0010	Kane County	Huntley Rd at Galligan Rd	ROW	\$248,000	Sub. Phase Def.	\$248,000 O	\$0	\$0
<i>Need one remaining parcel - its in condemnation. Expected accomplishment October 2017</i>								
09-08-0003	Kane County DOT	Main St at Nelson Lake Rd	ENG2	\$55,000	Sub. Phase Def.	\$53,927 O	\$1,073	\$0
10-00-0129	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	ENG2	\$742,083	Sub. Phase Def.	\$742,083 O	\$0	\$0
<i>The addition of a Village of Barrington ITEP funded bike path has required additional right-of-way and engineering to the project. Expected accomplishment October 2016</i>								
10-02-0007	Lake County DOT	Lake Zurich-US 12/Rand Road at Ela	ENG2	\$86,000	Reinstated	\$82,475 F	\$3,525	\$0
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	ENG2	\$52,000	Sub. Phase Def.	\$51,737 F	\$263	\$0
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	ENG2	\$56,000	Sub. Phase Def.	\$55,982 F	\$18	\$0
03-12-0012	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av	ENG1	\$8,000	Sub. Phase Def.	\$7,996 O	\$4	\$0
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	ENG1	\$57,200	Sub. Phase Def.	\$57,111 O	\$89	\$0
<i>Project suspended due to Tollway improvements in the corridor</i>								
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ROW	\$78,000	Reinstated	\$78,400 M	(\$400)	\$0

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed	
09-10-0002	Sleepy Hollow	Bike Path along Sleepy Hollow Road from Thorobred Lane to Dundee Township Bird Sanctuary Trail Head	ENG2	\$9,600	Sub. Phase Def.	\$9,600 F	\$0	\$0	
09-10-0002	Sleepy Hollow	Bike Path along Sleepy Hollow Road from Thorobred Lane to Dundee Township Bird Sanctuary Trail Head	CONST	\$105,600	Reinstated	\$96,697 F	\$8,903	\$0	
12-08-0003	Will County Division of Transportation	Laraway Rd at Cedar Rd	ENG2	\$0	Sub. Phase Def.		\$0	\$0	
23 line items in 2013 totalling:				\$16,148,077		\$17,022,318	(\$874,241)	\$0	
2014									
11-12-0006	Algonquin	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd	ROW	\$320,000	Sub. Phase Def.	\$320,000 O	\$0	\$0	
<i>A request for ROW funds to be deobligated and transferred to construction will be made. Expected accomplishment January 2018</i>									
09-08-0005	Carpentersville	IL 31 at Huntley Rd	ENG2	\$190,400	Reinstated	\$190,400 O	\$0	\$0	
<i>Estimate draft PS&E submittal August 2017</i>									
01-06-0002	CDOT	43rd St Bicycle-Pedestrian Bridge	ENG2	\$868,578	Reinstated	\$810,140 M	(\$18,140)	\$76,578	
<i>Design in progress, additional Section 106 review requested by IHPA for the bridge to be replaced, estimate draft PS&E November 2017</i>									
01-09-0002	CDOT	Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly	ENG1	\$2,880,000	Reinstated	\$2,661,614 M	\$218,386	\$0	
<i>Work suspended due to negotiations with UPRR; expected accomplishment November 2018</i>									
01-09-0002	CDOT	Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly	ENG2	\$0	Reinstated		\$0	\$0	
01-09-0002	CDOT	Weber Spur Trail UPRR from Devon/Springfield to Elston/Kimberly	IMP	\$0	Sub. Phase Def.		\$0	\$0	
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	ENG2	\$30,900	Sub. Phase Def.	\$30,905 M	(\$5)	\$0	
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	ROW	\$1,600,000	Sub. Phase Def.	\$960,000 M	\$640,000	\$0	

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
09-09-0006	Elgin	Elgin Bikeway Plan Route 1 NE Quadrant	CONST	\$418,000	Reinstated	\$380,672 O	\$37,328	\$0
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	ENG2	\$246,000	Reinstated	\$230,290 O	\$15,710	\$0
03-12-0002	IDOT	IL 59 at W Bartlett Rd	ROW	\$432,000	Sub. Phase Def.	\$96,000 O	\$336,000	\$0
09-11-0013	Kane County	Arterial Management Center	CONST	\$854,940	Reinstated	\$855,200 M	(\$260)	\$0
10-00-0128	Lake County DOT	Roberts Rd at River Rd	CONST	\$6,858,539	Reinstated	\$5,542,524 M	\$1,316,015	\$0
10-00-0129	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	ROW	\$659,000	Sub. Phase Def.	\$599,900 M	\$59,100	\$0
<i>Right-of-way currently in progress via eminent domain, expect accomplishment Novmeber 2017</i>								
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	ROW	\$4,724,000	Reinstated	\$3,680,000 M	\$304,000	\$740,000
<i>Reinstatement request of \$2.384 million approved at 6/25 PSC. Ant. Accomp 3/2016</i>								
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	ENG1	\$158,520	Sub. Phase Def.	\$156,536 M	\$1,984	\$0
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	ENG1	\$17,796	Sub. Phase Def.	\$17,796 O	\$0	\$0
<i>PDR developed but not yet submitted, coordinating with Lake County</i>								
			ENG1	\$17,795	Sub. Phase Def.	\$17,796	(\$1)	\$0
04-12-0005	Oak Park	Bike Parking along North Blv from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station	ENG2	\$0	Sub. Phase Def.	\$39,996 O	(\$39,996)	\$0
<i>Potential for de-obligation. Phase accoplished through local funds.</i>								
04-12-0005	Oak Park	Bike Parking along North Blv from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station	ENG2	\$0	Sub. Phase Def.		\$0	\$0

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	ENG2	\$720,000	Reinstated	\$439,901 O	\$280,099	\$0
<i>Estimate draft PS&E February 2018</i>								
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$138,000	Reinstated	\$108,000 O	\$30,000	\$0
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	CONST	\$326,000	Reinstated	\$189,600 O	\$136,400	\$0
02-12-0004	Skokie	Old Orchard Rd from Skokie Blv to Gross Point Rd	ROW	\$33,000	Sub. Phase Def.	\$33,000 O	\$0	\$0
<i>Village still in negotiation to acquire property needed for original project. Project was modified to be let. Full path to be completed by the Village when right of way is obtained. Expected accomplishment March 2018</i>								
07-96-0003	University Park	University Parkway Bike Facility and Intersection Improvement at Governors Highway	CONST	\$1,660,000	Reinstated	\$1,660,000 O	\$0	\$0
<i>HSIP funding application submitted for this project. Target letting November 2018</i>								
07-96-0003	University Park	University Parkway Bike Facility and Intersection Improvement at Governors Highway	CONST	\$0	Sub. Phase Def.		\$0	\$0
08-12-0008	Wheaton	Sign the Wheaton Bicycle Network	ENG2	\$14,400	Sub. Phase Def.	\$10,879 O	\$3,521	\$0
<i>Estimate draft PS&E submittal June 2017</i>								
26 line items in 2014 totalling:				\$23,150,073		\$19,013,353	\$3,320,142	\$816,578
2015								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	ROW	\$0	Sub. Phase Def.		\$0	\$0
01-05-0001	CDOT	Safe Routes to School Program - Citywide	CONST	\$0	Sub. Phase Def.		\$0	\$0
<i>This line combined with High Schools line.</i>								
07-01-0004	Chicago Heights	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid	CONST	\$1,010,400	Reinstated	\$824,697 M	\$185,703	\$0
<i>Withdrawn from March letting. Tgt. 4/24/15 letting. Remainder withdrawn: \$278,050. 80% of low bid: \$714,297.</i>								

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	ROW	\$0	Sub. Phase Def.		\$0	\$0
<i>funding transferred to PHII and Cosnt.</i>								
08-12-0006	DuPage County DOT	Fabyan Pkwy/Washington St at Roosevelt Rd	CONST	\$8,302,000	Reinstated	\$6,880,268 M	\$1,421,732	\$0
<i>Let 1/30/2015.</i>								
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	CONST	\$5,791,000	Reinstated	\$4,713,752 M	\$1,077,248	\$0
<i>Split into two sections, one funded with TAP-L. Both will be re-let, transfer of funds pending 11/5/15 meeting to rework PHII eng.</i>								
01-08-0001	FPD of Cook County	North Branch Bicycle Trail Extension (East Segment)	CONST	\$0	Sub. Phase Def.	\$0 O	\$0	\$0
<i>Combined with other Construction line item to match executed agreement (1/25/15).</i>								
12-12-0001	FPD of Will County	DuPage River Trail - Segment 5	ENG2	\$68,000	Reinstated	\$67,918 O	\$82	\$0
12-12-0001	FPD of Will County	DuPage River Trail - Segment 5	CONST	\$302,000	Sub. Phase Def.	\$1,232,000 M	\$302,000	(\$1,232,000)
09-08-0003	Kane County DOT	Main St at Nelson Lake Rd	CONST	\$700,436	Reinstated	\$584,773 M	\$115,663	\$0
<i>3/6/15 letting. Item 200. 80% of low bid: \$512,337. Ob. remainder of \$419,564 withdrawn 3/24/15.</i>								
10-02-0007	Lake County DOT	Lake Zurich-US 12/Rand Road at Ela	CONST	\$694,183	Reinstated	\$694,222 M	(\$39)	\$0
<i>Tgt. letting April 24, 2015. Sponsor change 2/2/15 from Lake Zurich to Lake County DOT. 80% of low bid: \$934,837.</i>								
10-02-0007	Lake County DOT	Lake Zurich-US 12/Rand Road at Ela	CONST	\$0	Sub. Phase Def.		\$0	\$0
<i>This line consolidated with above for obligation tracking.</i>								
11-06-0032	McHenry	Miller Rd/Bull Valley Rd at N. Front St and Green St	CONST	\$1,556,440	Reinstated	\$1,556,200 O	\$240	\$0
<i>Let 1/30/2015.</i>								

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
04-08-0001	Melrose Park	North Ave Commuter Bicycle Path from Mannheim Rd to Riverwoods Dr	ENG2	\$109,600	Reinstated	\$108,376 F	\$1,224	\$0
<i>Est. draft PS&E 3/6/15</i>								
04-08-0001	Melrose Park	North Ave Commuter Bicycle Path from Mannheim Rd to Riverwoods Dr	CONST	\$1,540,000	Reinstated	\$1,499,920 M	\$40,080	\$0
<i>Project let for bid 3/4/2016</i>								
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	ENG2	\$140,000	Reinstated	\$140,000 O	\$0	\$0
<i>Estimate draft PS&E December 2017</i>								
04-12-0005	Oak Park	Bike Parking along North Blv from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station	CONST	\$0	Sub. Phase Def.		\$0	\$0
07-08-0010	Riverdale	CSXT Barr Rail Yard Switch Engine Retrofit	IMP	\$1,712,520	Reinstated		\$1,712,520	\$0
<i>Funds to be added to FFY 2010 authorization via MPA.</i>								
12-10-0001	Romeoville	Romeoville Metra Station and Parking	ENG2	\$440,000	Reinstated	\$437,082 O	\$2,918	\$0
19 line items in 2015 totalling:				\$22,366,579		\$18,739,208	\$4,859,371	(\$1,232,000)
2016								
01-05-0001	CDOT	Safe Routes to School Program - Citywide	CONST	\$1,321,600	Reinstated	\$1,322,000 O	(\$400)	\$0
<i>Let for bid September 16, 2016</i>								
01-06-0004	CDOT	Walk Chicago-Pedestrian Encouragement Program	IMP	\$0	Sub. Phase Def.		\$0	\$0
<i>Identified as unneeded with request for increase on 01-01-0011, therefore funds were withdrawn.</i>								
01-08-0003	CDOT	Signal Controller Upgrade and Timing Program	CONST	\$1,920,000	Reinstated	\$1,920,000 O	\$0	\$0
10-06-0003	Deerfield	Deerfield Rd Sidewalk	CONST	\$354,492	Reinstated	\$302,000 O	\$52,492	\$0
<i>Let 11/6/2015. 80% of low bid is \$14,518,697 - combined with Deerfield Rd project.</i>								

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
03-14-0004	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	ROW	\$92,000	Sub. Phase Def.	\$80,000 O	\$12,000	\$0
<i>ROW negotiations underway. Expected accomplishment August 2017</i>								
05-14-0001	LaGrange	LaGrange Stone Av Metra Station Area Pedestrian Access Improvements	ENG2	\$104,000	Sub. Phase Def.	\$98,054 M	\$5,946	\$0
<i>Pre-finals plans submitted August 2017</i>								
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	CONST	\$924,000	Reinstated	\$764,000 O	\$160,000	\$0
<i>Let for bid June 10, 2016</i>								
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	CONST	\$920,000	Reinstated	\$907,923 M	\$12,077	\$0
<i>Let for bid January 15, 2016</i>								
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	ENG2	\$231,000	Reinstated	\$222,758 O	\$8,242	\$0
11-96-0007	McHenry County Conservation District	BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY	ENG2	\$53,826	Sub. Phase Def.	\$53,826 O	\$0	\$0
<i>May 2017 status update NOT received</i>								
04-12-0005	Oak Park	Bike Parking along North Blv from Marion St to Forest Av and at Parking Lots at the CTA Oak Park Blue Line Station	CONST	\$306,000	Reinstated	\$305,310 O	\$690	\$0
<i>Project let May 9, 2016. 80% of low bid \$227,110.</i>								
02-12-0004	Skokie	Old Orchard Rd from Skokie Blv to Gross Point Rd	CONST	\$0	Sub. Phase Def.	\$388,207 M	\$39,793	(\$428,000)
<i>Project let for bid 3/4/2016. 80% of low bid \$310,566. 11/2016: Listed at 02-16-0026 in eTIP. Staff is working to correct.</i>								
12 line items in 2016 totalling:				\$6,226,918		\$6,364,078	\$290,840	(\$428,000)

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
2017								
07-12-0004	Burnham	Burnham Greenway Trail from State St to Brainard and Burnham	CONST	\$3,161,600	Deferred		\$0	\$3,161,600
<i>On hold indefinitely due to railroad staging</i>								
09-08-0005	Carpentersville	IL 31 at Huntley Rd	CONST	\$5,501,000	Reinstated		\$5,501,000	\$0
<i>Targeting letting January 2018</i>								
01-01-0009	CDOT	CDOT-Lakefront Trail-Navy Pier Flyover	CONST	\$17,600,000	Sub. Phase Def.	\$17,600,000 O	\$0	\$0
<i>Project let for bid February 2017</i>								
			CONST	\$17,600,000	Sub. Phase Def.	\$7,270,400	\$10,329,600	\$0
01-01-0011	CDOT	CDOT-New Resident/Student Bike Marketing Program	IMP	\$2,000,000	Deferred		\$0	\$2,000,000
<i>This phase was originally going to be conducted in partnership with IDOT TDM efforts that are no longer scheduled to occur, and thus will remain standalone. Rescoping may be necessary. Expected authorization March 2018</i>								
01-02-0027	CDOT	Cicero Ave Smart Corridor	CONST	\$2,187,000	Reinstated		\$2,187,000	\$0
<i>Plans submitted to IDOT 1/15/2017. Targeting October 2017 local letting.</i>								

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG1	\$0	Sub. Phase Def.		\$188,000	(\$188,000)
<i>Combined ENG1/ENG2 IPA and agreements submitted to IDOT 08/15/2016, expect authorization August 2017.</i>								
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	ENG2	\$0	Sub. Phase Def.		\$372,000	(\$372,000)
<i>Combined ENG1/ENG2 Agreement and IPA sent to IDOT 8/15/2016. Expected authorization August 2017.</i>								
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	CONST	\$75,000	Sub. Phase Def.		\$1,463,000	(\$1,388,000)
<i>Targeting September 2017 local letting</i>								
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	IMP	\$0	Sub. Phase Def.		\$0	\$0
<i>Deferred 6/2015 due to ENG1/ENG2 not antic. To be accomp. prior to 2015 sunset.</i>								
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$1,739,000	Deferred		\$0	\$1,739,000
<i>Multiple delays; changes will likely require a re-scoping request prior to reactivation. Anticipated authorization July 2018</i>								
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$672,800	Deferred		\$0	\$672,800
<i>multiple delays; changes will likely require a re-scoping request prior to reactivation. Anticipated authorization July 2018</i>								
01-06-0074	CDOT	Chicago Diesel Fleet Retrofit Project	IMP	\$1,118,000	Deferred		\$0	\$1,118,000
<i>multiple delays; changes will likely require a re-scoping request prior to reactivation. Anticipated authorization July 2018</i>								
01-09-0005	CDOT	Traffic Management Center Integrated Corridor Management	IMP	\$1,520,000	Deferred		\$0	\$1,520,000
<i>Traffic Management Center must be completed first; expected authorization February 2019</i>								

*Obligation codes can be found at the end of this report.

Lines highlighted and shown in italics represent line item status as of prior PSC meeting.

TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-12-0002	CDOT	Arterial VMS Traveler Information System, Phase I	ENG	\$172,000	Deferred		\$0	\$172,000
<i>Expected authorization March 2018</i>								
01-12-0002	CDOT	Arterial VMS Traveler Information System, Phase I	IMP	\$1,141,200	Deferred		\$0	\$1,141,200
<i>Expected authorization March 2018</i>								
01-12-0005	CDOT	Arterial Detection System Improvements <i>Signal Interconnects recently switched from fiber to cellular connection have been prioritized over this project. Expected authorization September 2018</i>	IMP	\$975,200	Deferred		\$0	\$975,200
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$0	Sub. Phase Def.		\$0	\$0
<i>Anticipated authorization August 2017</i>								
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$0	Sub. Phase Def.		\$0	\$0
<i>Anticipated authorization August 2017</i>								
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$0	Sub. Phase Def.		\$0	\$0
<i>Anticipated authorization August 2017</i>								
01-12-0005	CDOT	Arterial Detection System Improvements	IMP	\$0	Sub. Phase Def.		\$0	\$0
<i>Anticipated authorization August 2017</i>								
01-12-0006	CDOT	US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr (1600 S) <i>Signal Interconnects recently switched from fiber to cellular connection have been prioritized over ATC due to TSP benefits. Expected authorization May 2018</i>	ENG	\$124,000	Deferred		\$0	\$124,000
<i>Previously programmed in FFY 2018</i>								
			ENG	\$124,000	Deferred		\$0	\$124,000
01-12-0006	CDOT	US 41/Lakeshore Dr and Columbus Dr from Monroe Dr to US 41/Waldron Dr (1600 S) <i>Signal Interconnects recently switched from fiber to cellular connection have been prioritized over ATC due to TSP benefits. Expected authorization May 2019</i>	IMP	\$820,000	Deferred		\$0	\$820,000
01-12-0007	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr <i>Signal Interconnects recently switched from fiber to cellular connection have been prioritized over ATC due to TSP benefits. Expected authorization May 2018</i>	ENG	\$122,000	Deferred		\$0	\$122,000

*Obligation codes can be found at the end of this report.

Lines highlighted and shown in italics represent line item status as of prior PSC meeting.

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
05-09-0002	Cicero	Cicero Rail Yard Switch Engine Retrofit	IMP	\$1,820,000	Reinstated	\$2,600,000 O	\$0	(\$780,000)
03-12-0005	Des Plaines	Ballard Rd from Bender Rd to Good Av	CONST	\$0	Sub. Phase Def.		\$0	\$0
							<i>Targeting letting March 2018</i>	
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	ENG2	\$143,801	Deferred		\$0	\$143,801
							<i>Expected authorization December 2017</i>	
09-12-0009	Elgin	Elgin CBD Bike Racks Program	ENG2	\$4,000	Sub. Phase Def.		\$12,000	(\$8,000)
							<i>Expected authorization September 2017</i>	
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	ENG1	\$112,000	Reinstated		\$112,000	\$0
							<i>Estimate authorization January 2018, design approval January 2019</i>	
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	ROW	\$349,920	Deferred		\$0	\$349,920
							<i>Expected authorization February 2019, accomplishment January 2020</i>	
07-09-0003	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	ENG2	\$11,440	Deferred		\$0	\$11,440
							<i>May 2017 status update NOT received</i>	
07-09-0003	Hazel Crest	Commuter Parking along Park Av from 167th St to 171st St	CONST	\$189,760	Deferred		\$0	\$189,760
							<i>May 2017 status update NOT received</i>	
04-11-0009	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd	ROW	\$640,000	Sub. Phase Def.	\$640,000 O	\$0	\$0
							<i>Construction was vountarily deferred</i>	
03-14-0004	IDOT	Cumberland Circle Improvement at Golf Rd/State St/Wolf Rd/Broadway St	CONST	\$0	Sub. Phase Def.		\$2,800,000	(\$2,800,000)
							<i>Coordination with the City of Des Plaines to finalize agreement and engineering on watermain relocation plans. Targeting state letting 9/22/17</i>	
07-03-0012	Lan-Oak Park District	Lansing Greenway Connection from Grand Illinois Trail to Thorn Creek Trail	CONST	\$0	Sub. Phase Def.		\$0	\$0
							<i>May 2017 status update NOT received, project voluntarily deferred April 2016</i>	

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
02-12-0003	Lincolnwood	Touhy Av Overpass (Skokie Valley Bike Trail)	CONST	\$4,802,000	Deferred	\$3,545,840 O	(\$1,922,840)	\$3,179,000
<i>Project let for bid 8/4/17 (low bid \$3,937,162)</i>								
11-96-0007	McHenry County Conservation District	BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY	CONST	\$365,374	Reinstated	\$528,000 O	\$35,418	(\$198,044)
<i>Project let for bid 9/22/17 (low bid \$247,009, 80% \$197,607)</i>								
12-10-0001	Romeoville	Romeoville Metra Station and Parking	CONST	\$3,160,000	Reinstated	\$2,239,869 M	\$920,131	\$0
<i>Project let 1/20/17</i>								
12-10-0001	Romeoville	Romeoville Metra Station and Parking	CONST	\$812,000	Reinstated		\$812,000	\$0
<i>Project let 1/20/17</i>								
08-12-0008	Wheaton	Sign the Wheaton Bicycle Network	CONST	\$129,760	Reinstated	\$141,160 O	(\$11,400)	\$0
<i>Project let for bid 8/4/17 (low bid \$75,047)</i>								
39 line items in 2017 totalling:				\$51,468,855		\$27,294,869	\$12,468,309	\$11,705,677
2018								
01-03-0002	CDOT	Stony Island Ave from Midway Plaisance to US 12/US 20/95th St	CONST	\$4,032,000	Deferred		\$0	\$4,032,000
<i>Draft PS&E anticipated to IDOT 6/1/17. Targeting January 2018 local letting. Draft PS&E anticipated to IDOT 3/1/17 Draft PS&E anticipated to IDOT 3/1/17 Draft PS&E anticipated to IDOT 3/1/17 Draft PS&E anticipated to IDOT 3/1/17. Targeting Septemeber</i>								
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	CONST	\$1,860,000	Deferred		\$0	\$1,860,000
<i>Expected authorization June 2018, target letting August 2018</i>								
01-08-0007	CDOT	79th St from IL 50/Cicero Ave to Ashland Ave	CONST	\$5,020,000	Deferred		\$0	\$5,020,000
<i>Targeting local letting April 2018.</i>								

*Obligation codes can be found at the end of this report.

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
01-12-0007	CDOT	IL 19/Irving Park Rd from Western Av to US 41/Lake Shore Dr <i>Signal Interconnects recently switched from fiber to cellular connection have been prioritized over ATC due to TSP benefits. Expected authorization May 2019</i>	IMP	\$806,000	Deferred		\$0	\$806,000
01-14-0010	CDOT	Jackson Park/59th St Bicycle Path <i>Engineering underway. Targeting local letting December 2018</i>	CONST	\$578,000	Deferred		\$0	\$578,000
01-97-0086	CDOT	CDOT-Near West Side Signal Interconnect <i>Previously programmed in FFY 2017</i>	CONST	\$1,692,000	Deferred		\$0	\$1,692,000
			<i>CONST</i>	<i>\$1,692,000</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$1,692,000</i>
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy <i>Estimate that a revised engineering agreement will be submitted to IDOT in early 2017, targeting local letting July 2018</i>	CONST	\$1,338,000	Deferred		\$0	\$1,338,000
01-97-0088	CDOT	87th St from Pulaski Rd to I-94/Dan Ryan Ewy <i>Estimate that a revised engineering agreement will be submitted to IDOT early 2017, targeting local letting July 2018</i>	CONST	\$1,670,000	Deferred		\$0	\$1,670,000
01-97-0092	CDOT	IL 50/Cicero Ave from US 14/Peterson Ave to Lexington Ave <i>Target letting February 2018</i>	CONST	\$8,108,000	Deferred		\$0	\$8,108,000
01-97-0093	CDOT	95th St from Western Ave to US 41/Ewing Ave <i>Expected authorization March 2018, target letting July 2018</i>	CONST	\$3,460,000	Deferred		\$0	\$3,460,000
01-97-0093	CDOT	95th St from Western Ave to US 41/Ewing Ave <i>Expected authorization March 2018, target letting July 2018</i>	CONST	\$4,360,000	Deferred		\$0	\$4,360,000
01-98-0080	CDOT	CDOT Peterson Ave from Cicero to Ridge Signal Interconnect <i>Expected accomplishment March 2018.</i>	CONST	\$2,301,182	Deferred		\$0	\$2,301,182
03-12-0011	Des Plaines	Des Plaines - Pedestrian Refuge Medians <i>Delayed due to coordination with CCDOT and ComEd. Targeting letting September 2018</i>	CONST	\$71,386	Deferred		\$0	\$71,386

*Obligation codes can be found at the end of this report.

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
09-12-0009	Elgin	Elgin CBD Bike Racks Program	CONST	\$64,800	Deferred		(\$4,000)	\$68,800
							<i>Targeting letting December 2017</i>	
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	ENG2	\$128,000	Deferred		\$0	\$128,000
							<i>Estimate draft PS&E September 2019</i>	
08-12-0003	Elmhurst	IL 56/Butterfield Rd at York St	CONST	\$1,025,920	Deferred		\$0	\$1,025,920
							<i>Targeting letting March 2020</i>	
04-11-0009	Hillside	Butterfield Rd from Wolf Rd to Mannheim Rd	CONST	\$452,000	Deferred		\$0	\$452,000
							<i>Targeting letting FFY 2018</i>	
		<i>Previously programmed in FFY 2017</i>	CONST	\$452,000	Deferred		\$0	\$452,000
03-12-0002	IDOT	IL 59 at W Bartlett Rd	CONST	\$0	Sub. Phase Def.		\$0	\$0
							<i>Redoing phase I with expanded scope of work. Targeting state letting August 2019</i>	
08-00-0008	IDOT	IL 53 from North Ave/IL 64 to St Charles Rd	CONST	\$209,000	Deferred		\$0	\$209,000
09-10-0016	IDOT	IL 47 at Plato Rd	ROW	\$0	Sub. Phase Def.	\$102,400 O	\$57,600	(\$160,000)
							<i>Acquisition in progress, expected accomplishment May 2018</i>	
			ROW	\$0	Sub. Phase Def.	\$102,400	(\$102,400)	\$0
09-10-0016	IDOT	IL 47 at Plato Rd	CONST	\$2,400,000	Deferred		\$0	\$2,400,000
							<i>Project underwent a scope change from channelization and traffic signal installation to a modern roundabout. Targeting letting June 2018</i>	
09-09-0010	Kane County	Huntley Rd at Galligan Rd	CONST	\$1,058,840	Reinstated		\$1,058,840	\$0
							<i>Targeting letting June 2018</i>	
05-14-0001	LaGrange	LaGrange Stone Av Metra Station Area Pedestrian Access Improvements	CONST	\$0	Sub. Phase Def.		\$1,012,000	(\$1,012,000)
							<i>Targeting letting March 2018</i>	
		<i>Previously programmed in FFY 2016</i>	CONST	\$0	Sub. Phase Def.		\$0	\$0
10-00-0129	Lake County DOT	Hart Rd at US 14/W Northwest Hwy	CONST	\$2,063,917	Reinstated		\$2,063,917	\$0
							<i>Targeting letting March 2018</i>	

*Obligation codes can be found at the end of this report.

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
03-12-0010	Mount Prospect	Bike/Ped Crossing at Mount Prospect Road and Northwest Highway	ENG1	\$8,000	Deferred		\$0	\$8,000
<i>Project has been combined with larger IDOT-led intersection and railroad crossing improvement</i>								
03-12-0012	Niles	Cleveland St Crosswalks from Waukegan Rd to Caldwell Av	CONST	\$94,000	Deferred		\$0	\$94,000
<i>Targeting letting August 2018</i>								
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	ENG2	\$27,031	Deferred		\$0	\$27,031
						<i>Phase I engineering delayed due to internal coordination</i>		
<i>Previously programmed in FFY 2017</i>			<i>ENG2</i>	<i>\$27,031</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$27,031</i>
10-13-0015	North Chicago	N Chicago Lakefront Bike Path	CONST	\$249,040	Deferred		\$0	\$249,040
						<i>Phase I engineering delayed due to internal coordination</i>		
<i>Previously programmed in FFY 2017</i>			<i>CONST</i>	<i>\$249,040</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$249,040</i>
08-05-0005	Oak Brook	Oak Brook Employment Area Distributor Service	IMP	\$910,000	Deferred		\$0	\$910,000
<i>October 2016 status update NOT received</i>								
12-08-0003	Will County Division of Transportation	Laraway Rd at Cedar Rd	CONST	\$3,153,600	Deferred		\$0	\$3,153,600
						<i>Targeting letting March 2018</i>		
<i>Previously programmed in FFY 2017</i>			<i>CONST</i>	<i>\$3,153,600</i>	<i>Deferred</i>		<i>\$0</i>	<i>\$3,153,600</i>
30 line items in 2018 totalling:				\$47,140,716		\$102,400	\$4,188,357	\$42,849,959
2019								
11-12-0006	Algonquin	Randall Rd Pedestrian Crossing from Golden Eagle Dr to Stonegate Rd	CONST	\$0	Sub. Phase Def.		\$0	\$0
<i>A request to move Construction funds to active will be submitted at a later date once the project meets CMAQ's readiness criteria. Anticipated accomplishment: March 2018. Deferred per 10/2015 status update. ENG2/ROW in progress. Targeting letting January</i>								
11-09-0006	Crystal Lake	Main St and Crystal Lake Ave Railroad Crossings	CONST	\$938,000	Deferred		\$0	\$938,000
<i>Targeting letting January 2020</i>								

*Obligation codes can be found at the end of this report.

Lines highlighted and shown in italics represent line item status as of prior PSC meeting.

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TIP ID	Sponsor	Brief Description	Phase	Net CMAQ \$ (Fed)	Fund Status	Obligations*	Active Balance in Program	Deferred Funds Not Programmed
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	CONST	\$2,397,000	Deferred		\$0	\$2,397,000
							<i>Targetting letting December 2018</i>	
03-12-0010	Mount Prospect	Bike/Ped Crossing at Mount Prospect Road and Northwest Highway	ENG2	\$12,000	Deferred		\$0	\$12,000
							<i>Project has been combined with larger IDOT-led intersection and railroad crossing improvement</i>	
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	CONST	\$1,693,000	Deferred		\$0	\$1,693,000
							<i>Targetting letting June 2019</i>	
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	ENG2	\$57,200	Deferred		\$0	\$57,200
							<i>Project suspended due to Tollway improvements in the corridor</i>	
04-12-0007	Northlake	Northwest Av from Grand Av to North Av	CONST	\$629,600	Deferred		\$0	\$629,600
							<i>Project suspended due to Tollway improvements in the corridor</i>	
7 line items in 2019 totalling:				\$5,726,800		\$0	\$0	\$5,726,800
2020								
03-12-0010	Mount Prospect	Bike/Ped Crossing at Mount Prospect Road and Northwest Highway	CONST	\$272,000	Deferred		\$0	\$272,000
							<i>Project has been combined with larger IDOT-led intersection and railroad crossing improvement</i>	
1 line items in 2020 totalling:				\$272,000		\$0	\$0	\$272,000
211 line items totalling:				\$185,273,347		\$101,430,208	\$23,395,125	\$60,448,014

Net CMAQ \$ (Fed) - Includes the initial amount of CMAQ funding programmed for the line item, plus any increases and less any withdrawals that are not related to the line item's deferral.

Awards/Obligations Codes

Fund Status - Indicates if the CMAQ \$ are currently deferred or have been reinstated for the line item. A status of "Sub. Phase Def." means that a subsequent phase of the project was deferred.

F - Final Voucher/FTA Grant Closed
M - Modified Project Agreement
O - Obligated

Obligations - The federal CMAQ funds authorized by FHWA/FTA for the line item.

Active Balance inProgram - The balance of funds yet to be authorized on line items with partial obligations and reinstated line items that have not yet had an authorization. This balance represents what is available for federal authorization in the CMAP TIP.

Deferred Funds Not Programmed - The balance of deferred funds that have not been reinstated.

*Obligation codes can be found at the end of this report.

Lines highlighted and shown in italics represent line item status as of prior PSC meeting.



CMAQ Programming Summary and Obligation Goals

FFY	Federal Unobligated or Apportionment	Currently Programmed	Unprogrammed Balance	Deferred Funds Not Programmed	Unprogrammed Balance Minus Deferrals	Obligation Goal	Current FFY Obligations to Date	Obligations Needed to Meet Goal
2018	\$ 196,629,408	\$ 260,664,304	\$ (64,034,896)	\$ 39,696,359	\$ (103,731,255)	\$ 128,175,633	\$ 2,408,922	\$ 125,766,711
2019	\$ 111,412,281	\$ 48,118,247	\$ 63,294,034	\$ 5,726,800	\$ 57,567,234	\$ 106,075,633		
2020	\$ 111,412,281	\$ 105,636,000	\$ 5,776,281	\$ 272,000	\$ 5,504,281	\$ 106,075,633		
2021	\$ 111,412,281	\$ -	\$ 111,412,281	\$ -	\$ 111,412,281	\$ 106,075,633		
2022	\$ 111,412,281	\$ -	\$ 111,412,281	\$ -	\$ 111,412,281	\$ 106,075,633		
	\$ 642,278,532	\$ 414,418,551	\$ 227,859,981	\$ 45,695,159	\$ 182,164,822	\$ 552,478,164		

Current as of 10/24/17

- Federal Unobligated or Apportionment:** Amount apportioned to the state based on CMAQ distribution formula and Congressional appropriation. Northeastern Illinois is allocated 95.21% of the state apportionment; however the full apportionment is used for a programming mark. FFY 2016 includes the unobligated balance from prior years, with funds currently in Advanced Construction considered to be obligated. FFY 2016-2019 apportionments are estimates based upon the current apportionment. See calculation below. Source: FHWA FMIS database.
- Currently Programmed:** Net amounts programmed (withdrawn and obligated funds not included) on active and reinstated project phases. FFY 2016 includes balance amounts from prior years. Source: CMAQ database
- Deferred Funds Not Programmed:** Deferred funds for project phases that have not demonstrated readiness for the reinstatement of funds. FFY 2016 includes funds deferred from prior years. Source: CMAQ database
- Unprogrammed Balance:** For current year, unobligated less currently programmed, excluding deferred line items; for future years, apportionment less currently programmed. This balance represents the funds that are available to program as of the current date.
- Unprogrammed Balance Minus Deferrals:** For current year, unobligated less currently programmed, including deferred line items; for future years, apportionment less currently programmed, including deferred line items.
- Obligation Goal:** Goals to obligate the apportioned amount plus a fraction of the unobligated balance to achieve a zero unobligated balance over four years. Source: November 5, 2015 CMAQ Project Selection Committee meeting
- Current FFY Obligations to Date:** Obligations (Federal Authorizations) through the "current as of" date. Projects in advanced construction are included as obligations. Source: CMAQ database
- Obligations Needed to Meet Goal:** Obligation Goal less Current FFY Obligations to Date.

Current Year Unobligated Balance Calculations:

FFY 2018 Federal Apportionment	\$ 111,412,281	
Prior Years' Unobligated Balance	\$ 85,217,127	(+)
	\$ 196,629,408	
Advanced Construction (All Years)	\$ 52,213,607	(-)
	\$ 144,415,801	



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP Staff
Date: October 26, 2017
Re: CMAQ/TAP-L Project Change Requests for consideration on November 2, 2017

One project (CMAQ) submitted a cost change request for committee consideration. The sponsor’s request is attached; a re-ranking analysis is available upon request.

A summary of the impacts of the staff recommended schedule and cost changes on the fiscal constraint of the Transportation Improvement Program (TIP) is shown below. The FFY 2018 Current Program amount included below is the new funding in FFY 2018 and carryover from former years.

Approximately \$75 million is currently in Advanced Construction status in prior fiscal years, which does not count towards fiscal constraint. Staff does not expect the full amount of Advanced Construction funding to be converted within FFY 2018. The table below does not include amounts in Advanced Construction.

	CMAQ				Notes
	2018	2019	2020	2021	
Current Program*	\$184,295,768	\$61,430,395	\$117,223,000	\$0	
Unprogrammed Balance*	-\$39,175,079	\$48,013,638	-\$7,778,967	\$109,444,033	
Sponsor requested changes					
03-14-0014	\$1,010,000				Increase for ROW and CON
Sum of Changes From Requests	\$1,010,000	\$0	\$0	\$0	
Sum of Recommended Changes	\$1,010,000	\$0	\$0	\$0	
Recommended Revised Program	\$185,305,768	\$61,430,395	\$117,223,000	\$0	
Rec. Rev. Unprogrammed Balance	-\$40,185,079	\$48,013,638	-\$7,778,967	\$109,444,033	

* Source: CMAP FY 2014-19 TIP.

For Committee Consideration (CMAQ):

IDOT – Cumberland Circle Improvement (IL 58/Golf Rd at Wolf Rd) (TIP ID 03-14-0004)

The project was approved for \$80,000 federal (\$100,000 total) for right of way in FFY 2014 and \$2,800,000 federal (\$3,500,000 total) for construction in FFY 2016. In January 2017, the Project Selection Committee approved a cost increase for \$12,000 federal (\$15,000 total) for right of way in FFY 2016.

The sponsor is requesting a cost increase of \$80,000 federal (\$100,000 total) for right of way and \$930,000 federal (\$2,000,000 total) for construction in FFY 2018 due to increased land acquisition costs and revised construction cost is based on current unit prices and engineers estimate based on pre-final contract plans.

A re-ranking was completed with the project ranking changing from 9th to 11th among all 2014-2018 Intersection Improvement projects. Eight funded projects rank lower than 11th.

Recommendation to the CMAQ Project Selection Committee:

Staff recommends approval of the cost increase of \$80,000 federal (\$100,000 total) for right of way in FFY 2016 and \$930,000 federal (\$2,000,000 total) for construction in FFY 2018 for IDOT – Cumberland Circle Improvement (IL 58/Golf Rd at Wolf Rd) (TIP ID 03-14-0004).

CMAQ/TAP Cost Change Request Form

Project Identification

TIP ID	03-14-0004	Sponsor	IDOT – District One
Project Location Description	IL 58 (Golf Road) at Wolf Road (Cumberland Circle)		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2	In House	525	0	0	N/A	N/A	<input checked="" type="checkbox"/>
ROW	2016	115	92	80%	CMAQ	State	<input type="checkbox"/>
CONST	2017	3,500	2,800	80%	CMAQ	State	<input type="checkbox"/>
CE							
Total		4,140	2,892	70%	CMAQ	State	

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

Actual/Estimated Costs and Schedule – Including cost change(s)

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1							
ENG 2	In House	525	0	0	N/A	N/A	
ROW	2016	215	172	80%	CMAQ	State	7/1/2016
CONST	2018	5,500	3,730	68%	CMAQ	State	12/8/2017
CE							
Total		6,240	3,902	63%	CMAQ	State	

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP							
Total							

Requested Cost Changes (+/-)

Check all that apply: Cost Increase Transfer of Funds Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW	2016	100	80	80%	
CONST	2018	2,000	930	47%	
CE					
Total		2,100	1,010	48%	

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP					
Total					

Reason for Request

Check here if the reason is a scope change and complete a [Scope Change Request](#) form.

Increased land acquisition costs and revised construction cost is based on current unit prices and engineers estimate based on pre-final contract plans. Local agency requested to add watermain upgrades to project requiring additional design.

State and Federal Project Information

Select One.

- State/Federal Project or Grant Numbers Provided Below
 Most recently *approved* PPI Form Attached
 Local Agency Agreement Attached

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-90-007-14		
CONST	C-91-394-15	TC02(831)	
ENG			
IMP			

Additional Comments



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAQ Project Selection Committee
From: CMAP staff
Date: October 26, 2017
Re: CMAQ Performance Measures

Established under MAP-21 and continued in the FAST Act, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibility for establishing performance targets and using performance measures to track progress toward meeting those targets. A [memo](#) outlining these requirements was provided to the Transportation Committee at their March 3, 2017 meeting. The CMAQ performance measure requirements are set out in the Federal Highway Administration's [National Performance Management Measures: Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program](#) final rule. This memo provides a brief overview of the CMAQ performance measures, discusses target-setting and performance reporting, and concludes with next steps.

Overview

Performance management increases accountability and transparency and provides a framework to support improved investment decision making. The CMAQ performance measure rulemaking allows for more effectively evaluating and reporting on congestion and on-road mobile source emissions.

The congestion measures include annual hours of excessive delay and percent of non-single occupancy vehicle (SOV) travel, both of which are initially applied to urban areas of more than 1 million residents or in nonattainment or maintenance for criteria pollutants. The total emissions reduction measure applies to all nonattainment or maintenance areas for criteria pollutants. A table summarizing these measures is included in the attachment to this memo.

Target-Setting

CMAP is required to set targets for the three CMAQ related performance measures by October 1, 2018. The three targets are:

- Peak Hour Excessive Delay: Annual Hours of Peak Hour Excessive Delay Per Capita
- Non-SOV Travel: Percent of Non-Single Occupancy Vehicle Travel
- On-Road Mobile Source Emissions: Total Emissions Reduction for Ozone (VOC and NOx) and Particulate Matter 10 micrometers (PM10)

The targets will be established in consultation with IDOT and will be set at 2-year and 4-year periods. While the performance targets are not required before October 1, 2018, staff intends to have them established with at least preliminary approval in advance of June 2018. There are two reasons for this, the first being IDOT is required to have state targets set by May 20, 2018 and CMAP's targets will help develop the state targets. The second reason is that plans adopted after October 1, 2018 must include the performance targets; thus, CMAP intends to include all the performance measures and related targets in the ON TO 2050 plan which is scheduled to be released as a draft for public comment on June 14, 2018.

Because the Chicago urbanized area encompasses northwest Indiana, the congestion targets must be established and reported as a uniform target for the entire urbanized area with northwest Indiana. The combined areas will also effect the emissions being addressed. A portion of northwest Indiana is in non-attainment for PM10. The emissions measure will need to address PM10 in addition to the ozone precursor emissions. CMAP staff will work with IDOT, INDOT and NIRPC to coordinate these efforts.

Performance Reporting

CMAP will also be required to develop a CMAQ performance plan which incorporates the performance targets and should be updated every two years to demonstrate progress in meeting the targets. The performance plan also requires a list of CMAQ funded projects and how they will contribute to achieving the emission and traffic congestion reduction targets.

The performance plan is separate from the targets being published in ON TO 2050 and staff is targeting a deadline of October 1, 2018 for the completion of the first installment of the performance plan.

The region will have demonstrated significant progress if, at the end of the performance period, it has either met its target, or the measure has improved from its baseline. There is no penalty for failure to meet targets, although IDOT would be required to describe to FHWA the actions the state will take to achieve better performance outcomes.

Next Steps

Following discussion by the CMAQ Project Selection Committee, CMAP staff will return with the baseline conditions and a recommendation for the 2018 CMAQ performance measures targets and request approval from the committee in April 2018. The recommended targets will be brought to the MPO Policy Committee in June 2018 as part of the draft ON TO 2050 plan.

The region will need to demonstrate how it is achieving its targets through the TIP and long-range plan, and the CMAQ performance measures will allow CMAP to track investments to estimate their effects on congestion and air quality.

Staff contacts: Jen Maddux (312-386-8691 or jmaddux@cmmap.illinois.gov) or Doug Ferguson (312-386-8824 or dferguson@cmmap.illinois.gov)

Attachment – Summary of CMAQ performance measures

TABLE 2—SUMMARY OF FINAL MEASURES IN THE THIRD PERFORMANCE MEASURE FINAL RULE—Continued

Measure groups (program area)	Performance measures	Measure/target applicability	Metric data source & collection frequency	Metric
CMAQ	Annual Hours of Peak-Hour Excessive Delay Per Capita.	Mainline of NHS in urbanized areas with a population over 1M/200k in nonattainment or maintenance for any of the criteria pollutants under the CMAQ program.	All traffic/vehicles data in NPMRDS or equivalent data set—every 15 minutes (bus, car and truck volumes in HPMS; occupancy factors published by FHWA. ACS, local survey, or local counts (includes bike/pedestrian counts).	Total Peak-Hour Excessive Delay person-hours.
	Percent of N SOV Travel.	Urbanized areas with a population over 1M/200k in nonattainment or maintenance for any of the criteria pollutants under the CMAQ program.		n/a.
	Total Emission Reductions.	All nonattainment and maintenance areas for CMAQ criteria pollutants.	CMAQ Public Access System	n/a.